North West Electrification.
North of England Programme

Hannah Lomas 7th June 2016
Passenger benefits

- £1bn+ investment in the north enabling hundreds more trains to run each day and providing space for millions more passengers a year
- Quicker journey times
- Paving the way for new modern electric trains to run on the route
- Improved reliability – a better journey
Outputs summary

Northern Hub

► Additional capacity on key radial routes and in the centre of Manchester to accommodate growth
► Journey time improvements on radial routes into Manchester

NW Electrification

► Electrification between Blackpool and Stalybridge
► Depot works at Allerton, Blackpool, Wigan and Blackburn

(NB Manchester – Liverpool & Huyton – Wigan electrification already completed)

Liverpool Lime Street

► Capacity enhancement to accommodate more and longer trains
Current rail upgrades planned in the North of England

- **Existing overhead electrification**
- **North Trans Pennine Electrification (east of Stalybridge)** – delivery of electrification, capacity, improved performance along whole of route.

- **Newly electrified track**
- **Rochdale and Calder Valley journey time improvements**
- **New electrification to be delivered**

- **Delivery of electrification, capacity, improved performance and higher line speeds along whole of the route.**
- **Newly electrified track**

- **Manchester Northern Hub:**
  - **Ordsall Chord** – new railway line providing direct link between Manchester Victoria and Manchester Piccadilly
  - **Manchester Oxford Road** – capacity works to accommodate longer, more frequent trains
  - **Manchester Piccadilly** – provision of two additional through platforms (15 & 16)
  - **Manchester Victoria** – capacity and performance works
  - **Core Manchester performance** – capacity and performance works
  - **Manchester Airport** – additional platform to accommodate extra services

- **Hull to Selby / East Coast Main Line** (subject to satisfactory business case)
- **East of Leeds – capacity and station works**
- **Doncaster: additional platform and re-signalling for more capacity**

- **Preston to Blackpool: simplification, remodelling, resignalling & depot modernisation**
- **Liverpool: Platform lengthening for more and longer trains**
- **Manchester to Preston: comprehensive line speed works**

- **Bolton and Blackburn – capacity works at Darwen station**
- **Manchester Northern Hub:**
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- **Bradford Mill Lane capacity** – remodelling of junction to provide additional flexibility
- **Manchester Airport** – additional platform to accommodate extra services

- **Huyton and Roby – increased capacity and journey time savings**
- **Allerton Depot**

- **Electrification between Manchester and Preston via Bolton**

- **Blackburn Stabling**

- **Wigan Stabling**

- **Electrification between Manchester and Preston via Bolton**

- **Hope Valley (Dore redoubling and Bamford Loop) – journey time savings**

- **Sheffield: station capacity works**
- **Sheffield**

- **Denton: additional platform and re-signalling for more capacity**

- **Electrification between Manchester and Preston via Bolton**

- **West Coast Main Line**
- **East Coast mainline: new Intercity Express trains will deliver more seats and services, better reliability and reduced journey times from 2018**

- **Manchester Airport** – additional platform to accommodate extra services

- **Huyton and Roby – increased capacity and journey time savings**

- **Electrification between Manchester and Preston via Bolton**

- **Blackburn Stabling**
North of England – Passenger Services

Working with the successful operators for the Northern and TransPennine franchises and others to deliver significant improvements in train services across the region.

These changes will facilitate the growth of the northern economy through:

- Connecting businesses across the north of England
- Getting people to work in the major cities
- Connecting to international markets
- Manchester to Liverpool and Wigan. Completed May 2015
- Manchester to Preston (Dec 2017) and Blackpool (Easter 2018)
- Manchester to Stalybridge (Dec 2017)
- Oxenholme to Windermere
- Wigan to Lostock
Phase 3 – Preston to Blackpool

Key Outputs:

- Electrification Preston Fylde Jcn to Blackpool North.
- Re-signalling of Blackpool North.
- Re-modelling of Blackpool North Station.
- Re-modelling of Kirkham Station Area.
- Recontrol and Abolition of Blackpool No.2, Poulton, Carleton Crossing, Kirkham North and Salwick signal boxes.
- Resignalling Blackpool South Route.
- Electrification and remodelling of Blackpool Depot.
Phase 3 - Blackpool Line Upgrade
Blackpool North: Remodelled
Kirkham: Remodelled
Phase 4 – Preston to Manchester

- Electrification Euxton Junction to Manchester Victoria
- Re-instatement of Platform 5 at Bolton
- Re-modelling layout at Bolton Station
- Implementation of Linespeed improvements along route
- Significant engineering works to Farnworth Tunnel
- Level crossing closures / footbridge installations
- Chorley Station
Phase 5 – Manchester to Stalybridge

- Electrification Manchester Victoria to Stalybridge / Stalybridge to Guidebridge.
- Electrification of Stalybridge to Guidebridge
- Installation of a new grid supply point at Stalybridge
- Re-signalling and Recontrol of Ashton Moss Signal Box area
- Implementation of Linespeed Improvements
- Closure of 3 level crossings
- Installation of 2 x public footbridges
Other Schemes (Oxenholme to Windermere & Lostock Junction to Wigan NW / Depots)

- Electrification Oxenholme to Windermere
- Electrification of Lostock to Wigan North Western
- New Depots at Allerton / Wigan and Blackburn
- Temporary Depot Facilities at Preston and Leyland
- Platform Extensions across the North West
- Route clearance for Electric Rolling Stock
Questions

Working for you.

A better railway for a better Britain